

7.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

Section 15128 of the California Environmental Quality Act (CEQA) Guidelines requires that an environmental impact report (EIR) briefly describe any potential environmental effects that were determined not to be significant during the initial project scoping, and, therefore, were not discussed in detail in the EIR. Through preparation of the 2005 REIR, certain impacts of the project were found to be less than significant due to the inability of a project of this scope to create such impacts or the absence of project characteristics producing effects of this type. The following section provides a brief description of effects found not to be significant or less than significant, based on the 2005 REIR preparation process.

7.1 EFFECTS FOUND NOT TO BE SIGNIFICANT

1. POPULATION AND HOUSING. *Would the project:*

- a) ***Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?***

No Impact. The proposed project will not displace people or homes, as the project area does not contain residential units. The proposed project site is within a primarily industrial area. The Huntington-By-The-Sea and Cabrillo Mobile Home Parks are located approximately 2,000 feet to the west. No housing in this mobile home park will be displaced by the proposed project. The proposed project will not alter proposed land uses and complies with the City's General Plan. No impacts related to the displacement of the population are anticipated.

- b) ***Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?***

No Impact. Refer to Response 1a.

2. TRANSPORTATION/TRAFFIC. *Would the project:*

- a) ***Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?***

Less-Than-Significant Impact.

Short-Term Traffic Impacts: The proposed project's traffic impacts can be separated into short-term impacts due to remedial and construction activities and long-term impacts from project operations. Short-term traffic impacts will result from increased trips of vehicles involved in the remediation and construction phases. However, in accordance with the City's Standard Conditions of Approval, a truck and construction vehicle routing plan will be prepared for the project to reduce any short-term traffic impacts to less-than-

significant levels. These impacts are further analyzed in Section 4.9, Construction-Related Impacts.

Long-Term Traffic Impacts: The proposed seawater desalination facility is expected to employ approximately 18 people, with a staff of five to seven on site Monday through Friday, and a minimum of two people on site during swing shifts, graveyard shifts, and weekends. In addition, project operation would require approximately four truck trips per day. The number of trips generated by the project on a long-term basis is considered negligible, and impacts in this regard are not anticipated to be significant.

- b) ***Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ?***

Less-Than-Significant Impact. Refer to Response 2a.

- c) ***Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?***

No Impact. Although the City of Huntington Beach is included within the Airport Environs Land Use Plan (AELUP) of Orange County, the proposed project site is located more than 20,000 feet from the Armed Forces Reserve Center in the City of Los Alamitos. In addition, the height of future structures would not penetrate navigable airspace or otherwise impact air traffic patterns. No impacts are anticipated in this regard.

- d) ***Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?***

No Impact. Implementation of the proposed project may result in a nominal increase in vehicle trips. Access to the subject site, currently provided via Newland Street, is not proposed to change. No impacts are anticipated in this regard.

- e) ***Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities***

No Impact. The proposed project would incorporate the goals and policies of the City of Huntington Beach (City) General Plan and would not conflict with any other known policies. No impacts are expected in this regard.

3. MINERAL RESOURCES. *Would the project:*

- a) ***Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?***

No Impact. The project site is located within a fully developed urban setting. No classified or designated mineral deposits of statewide or regional significance are known to occur within the project area. No impacts are anticipated in this regard.

- b) ***Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?***

No Impact. The project site is located within a fully developed urban setting. The project site has not been delineated as an important mineral resource recovery site within the City's General Plan. No impacts are anticipated in this regard.

4. HAZARDS AND HAZARDOUS MATERIALS. *Would the project:*

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Although the City of Huntington Beach is included within the AELUP of Orange County, the proposed project site is located more than 20,000 feet from the Armed Forces Reserve Center in the City of Los Alamitos. The height of future structures would not penetrate navigable airspace or otherwise impact air traffic patterns. No impacts are anticipated in this regard.

- f) ***For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?***

No Impact. Refer to Response 4e.

- g) ***Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?***

Less-Than-Significant Impact. The proposed project shall be in compliance with all City of Huntington Beach emergency response and/or emergency evacuation plans. The project site is proposed to utilize the existing HBGS entrance located along Newland Street. Incorporation of required evacuation plans and procedures shall be incorporated into site design and the project will comply with applicable design standards. Temporary impacts from pipeline installation will be reduced through incorporation of standard construction measures. Impacts in this regard are not anticipated to occur.

- h) ***Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?***

No Impact. The project site is developed and located within a fully developed urban setting. Therefore, project implementation would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires.

5. NOISE. Would the project result in:

- e) ***For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. Although the City of Huntington Beach is included within the AELUP of Orange County, the proposed project site is located more than 20,000 feet from the Armed Forces Reserve Center in the City of Los Alamitos. No impacts are anticipated in this regard.

- f) ***For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?***

No Impact. Although the City of Huntington Beach is included within the AELUP of Orange County, the proposed project site is not located in the vicinity of a private airstrip. No impacts are anticipated in this regard.

6. **AGRICULTURE AND FOREST RESOURCES.** *In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board.*

Would the project:

- a) ***Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?***

No Impact. The proposed project site is currently developed and exists within an urbanized area. Designated land uses within the project area do not include agricultural uses. Based upon the Farmland Mapping and Monitoring Program for the California Resource Agency, project components do not affect any agricultural resource area. Therefore, impacts to agricultural land or zoning for agricultural use will not occur.

- b) ***Conflict with existing zoning for agricultural use, or a Williamson act contract?***

No Impact. Refer to Response 6a.

- c) ***Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?***

No Impact. The project does not contain any lands zoned or otherwise defined as forest land or timberland.

- d) ***Result in the loss of forest land or conversion of forest land to non-forest use?***

No Impact. Refer to Response 6c.

- e) ***Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use??***

No Impact. Refer to Response 6a.

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